

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
October 14, 2015
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Darryl H. Crossman, Litchfield Park, Chair	Christopher Brady, Mesa
Tom Remes for Ed Zuercher, Phoenix	Kevin Burke, Paradise Valley
* Bryant Powell, Apache Junction	Susan Daluddung for Carl Swenson, Peoria
David Fitzhugh, Avondale	# Louis Andersen for Greg Stanley, Pinal
* Stephen Cleveland, Buckeye	County
* Gary Neiss, Carefree	# John Kross, Queen Creek
* Peter Jankowski, Cave Creek	* Bryan Meyers, Salt River Pima-Maricopa
Patrice Kraus for Marsha Reed, Chandler	Indian Community
Dr. Spencer Isom, El Mirage	Brad Lundahl for Fritz Behring, Scottsdale
# Jess Knudson for Lisa Garcia, Florence	# Bob Wingenroth, Surprise
Alfonso Rodriguez for Phil Dorchester, Fort	Andrew Ching, Tempe
McDowell Yavapai Nation	Reyes Medrano, Tolleson
# Grady Miller, Fountain Hills	Joshua Wright, Wickenburg
# Ernest Rubi, Gila Bend	Jeanne Blackman, Youngtown
* Tina Notah, Gila River Indian Community	Sintra Hoffman for John Halikowski,
Patrick Banger, Gilbert	ADOT
Jenna Goad for Dick Bowers, Glendale	Jennifer Toth for Tom Manos, Maricopa
Brian Dalke, Goodyear	County
# Rosemary Arellano, Guadalupe	John Farry for Steve Banta, Valley
Gregory Rose, City of Maricopa	Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call.

1. Call to Order

The meeting of the MAG Management Committee was called to order by Chair Darryl H. Crossman, Litchfield Park, at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mr. Louis Andersen, Ms. Rosemary Arellano, Mr. Jess Knudson, Mr. John Kross, Mr. Grady Miller, Mr. Ernest Rubi, and Mr. Bob Wingenroth joined the meeting via teleconference.

3. Call to the Audience

Chair Crossman recognized public comment from Mr. Marvin Rochelle, who stated that regional Dial-a-Ride was almost implemented in 2008, but then the economic recession occurred. Mr. Rochelle stated that regional Dial-a-Ride is being revived. He expressed his hope that he would be able to someday take Dial-a-Ride transit across the Valley. Mr. Rochelle invited everyone to attend a meeting on Dial-a-Ride at Burton Barr Central Library in Phoenix on November 10, 2015, from 5:00 p.m. to 7:00 p.m. Chair Crossman thanked Mr. Rochelle.

Chair Crossman recognized public comment from Mr. John Rusinek, who read from a report on an inspection on the gravel driveway next door to his house by the City of Phoenix on January 9, 2015. The report noted that dirt and grass were coming through the rock and upon measurement, in some place the depth of the gravel was one inch or less instead of two inches. Mr. Rusinek reported that discussion ensued about using concrete or asphalt as an alternative. The report went on to say that the inspector would be issuing a citation, whereupon the homeowner, requesting additional time, received a two-week extension. Mr. Rusinek stated that this happened ten months ago and the City has done nothing. Chair Crossman thanked Mr. Rusinek.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. Mr. Smith stated that U.S. Department of Transportation and Phoenix Mayor Greg Stanton hosted the Beyond Traffic Forum on September 21, 2015. Mr. Smith stated that former Arizona Department of Transportation Director and current Deputy Secretary of the U.S. Department of Transportation, Mr. Victor Mendez, spoke at the forum. He noted that Mayor Stanton, Maricopa Mayor Christian Price, and Surprise Mayor Sharon Wolcott were panelists. Mr. Smith stated that the forum focused on better use of existing facilities, technology, and design to improve transportation efficiency.

Mr. Smith stated that JP Morgan Chase Bank provided \$100,000 to the Metropolitan Phoenix Export Alliance to promote Greater Phoenix region's export position.

Mr. Smith stated that MAG received the 2015 Best ITS Planning Project from the ITS Arizona Awards for the Emergency Vehicle Preemption Best Practices Study. The project reviewed regional emergency vehicle preemption practices and national best practices to develop recommendations for future emergency vehicle preemption deployment in the Phoenix metropolitan region. Mr. Smith stated that the idea for the project was initially brought forward by Chair Crossman, who noted that the City of Cleveland has standardized preemption. Mr. Smith acknowledged MAG staff Mr. Sarath Joshua and Mr. Micah Henry for their work on this project. He remarked on efforts to ensure compatible systems are purchased in the region to improve traffic performance.

Mr. Smith stated that Phoenix was named as the Best Driving Experience in the World by Waze, the world's largest community-based traffic and navigation app.

5. Approval of Consent Agenda

Chair Crossman stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, and #5G were on the Consent Agenda.

Chair Crossman asked members if they had questions or requests to hear a presentation on any of the Consent Agenda items.

No questions were noted.

Chair Crossman called for a motion to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, and #5G.

Ms. Jeanne Blackman moved, Mr. Brian Dalke seconded, and the motion passed unanimously.

5A. Approval of the September 9, 2015, Meeting Minutes

The MAG Management Committee, by consent, approved the September 9, 2015, meeting minutes.

5B. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, Fiscal Year 2016 Arterial Life Cycle Program, and as Appropriate, to the 2035 Regional Transportation Plan and FY 2016 MAG Unified Planning Work Program and Annual Budget

The MAG Management Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, Fiscal Year 2016 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan and FY 2016 MAG Unified Planning Work Program and Annual Budget. The Fiscal Year (FY) 2014-2018 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014. The new requested project additions and changes include Arterial Life Cycle Program projects; rail safety and road safety projects funded through the Highway Safety Improvement Program; Transportation Alternatives Safe Routes to School eligible activities; transit project changes related to final apportionment announcements; and general project changes. Additionally, cost savings from the procurement of FY 2014 PM-10 street sweepers were realized and the savings will be included in the FY 2016 MAG Unified Planning Work Program and Annual Budget. Project listing changes and additions included are not contingent on a new finding of conformity. The requested project changes were recommended for approval by the MAG Transportation Review Committee on October 1, 2015.

5C. Project Changes Report on September Activities - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and as Needed, to the 2035 Regional Transportation Plan Submitted to ADOT on September 3, 2015 and September 17, 2015

Due to the late announcement of Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) regional allocations, on August 26, 2015, the MAG Regional Council granted approval for MAG to make modifications to work years to advance previously approved projects, to provide detailed TIP listings for prioritized projects to ensure that all FHWA obligation authority and FTA apportionments are utilized for Federal Fiscal Year 2015, and related work phase changes. Project changes and additions were submitted to the Arizona Department of Transportation (ADOT) for approval and inclusion in the State Transportation Improvement Program on September 3, 2015, that addressed FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program and general FY 2015 needed changes. The September 17, 2015 submittal was redistributed work phase funding to save prospective financing charges estimated at \$2.9 million.

5D. 2015 Strategic Transportation Safety Plan

The MAG Management Committee, by consent, recommended approval of the 2015 Strategic Transportation Safety Plan. In July 2013, MAG initiated a study to develop a Strategic Transportation Safety Plan. The Plan establishes the regional vision, goals, objectives, strategies, countermeasures, and performance measures for making systematic improvements necessary to improve road safety in the region. The study was closely coordinated to be consistent with a similar effort that was underway to develop the state's Strategic Highway Safety Plan. The cost to implement the Draft MAG Strategic Transportation Safety Plan is estimated at \$7.8 million per year. Federal Highway Safety Improvement Program (HSIP) funds are currently the only available funding source in the region for road safety improvements, other than local agency funds. In May 2015, the Arizona Department of Transportation (ADOT) announced a new process for programming federal HSIP funds for safety projects starting in FY 2019. The Draft Plan has been developed to be consistent with the Arizona Strategic Highway Safety Plan and the new ADOT HSIP process and related guidance. The 2015 Strategic Transportation Safety Plan was recommended for approval by the MAG Transportation Safety Committee on September 27, 2015, and by the MAG Transportation Review Committee on October 1, 2015.

5E. Consultant Selection for the FY 2016 Cost Risk Analysis for the MAG Regional Freeway and Highway Program On-Call List

The MAG Management Committee, by consent, recommended approval of the selection of HDR and WPS/Parsons Brinckerhoff to participate in the FY 2016 Cost Risk Analysis for the MAG Regional Freeway and Highway Program on-call list. The FY 2016 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council on May 27, 2015, included \$200,000 for the FY 2016 Cost Risk Analysis for the MAG Regional Freeway and Highway Program. On July 28, 2015, MAG issued a Request for Qualifications to create an on-call consulting list for the project. Six firms submitted Statements of Qualifications. On September

22, 2015, a multi-agency evaluation team reviewed the Statements of Qualifications and recommended to MAG the selection of HDR and WPS/Parsons Brinckerhoff for the on-call list.

5F. Draft FY 2016 Early Phase Input Opportunity Report

The Maricopa Association of Governments (MAG) conducts a four-phase public involvement process: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The FY 2016 Early Phase Input Opportunity was conducted from mid-August 2015 to early-September 2015 and provided the public with an opportunity to provide project suggestions in areas in which funding was available. These areas included bicycle-pedestrian, intelligent transportation systems, paving of unpaved dirt roads, PM-10 street sweepers, Pinal County arterial roadway projects that are in the MAG region, and the regional transit system. All of the project suggestions were forwarded to the appropriate MAG member agency for review and possible inclusion into a draft listing of projects that eventually make up the Draft FY 2017-2021 Transportation Improvement Program (TIP). MAG received public comment at the MAG Regional Council during the phase. In addition, MAG also received comment via telephone and online correspondence as a result of a direct mailing to the MAG public involvement mail list and regional libraries.

5G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including Arterial Life Cycle Program, Highway Safety Improvement Program, and transit projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination.

6. Results and Lessons Learned from the 2015 Census Test

Mr. Scott Wilken, MAG staff, stated that one year ago, the MAG region was selected by the U.S. Census Bureau to test collection technologies and sampling methods that might be used in the 2020 Census in order to save money and improve efficiency. He noted that Census Bureau staff would be available after the Management Committee to answer questions regarding the mid-decade census.

Ms. Cathy Lacy, from the U.S. Census Bureau, continued the presentation. She stated that preliminary results from the testing done between April and July 2015 has produced preliminary results. She noted that the U.S. Census Bureau needed to reduce costs and increase efficiency in the 2020 Census. Ms. Lacy stated that testing included expanded use of technology (Smartphones and devices for collecting data) automated routings and assignments (based on where a person lives and when they are likely to be home), a new management structure (eliminates one level of supervision), and evaluation of production costs.

Ms. Lacy noted that Chandler, Mesa, Phoenix, and the Outer Ring (Wickenburg) were selected for the test to check mobility, linguistically isolated areas, and Internet access. She said that residents initially received a paper notice requesting that they complete their census form either online, by telephone, or by mail. Ms. Lacy stated that the self response rate was 54.9 percent, which is quite good considering there had been no media campaign, other than the four jurisdictions and MAG, to communicate information on the test. She reported that results were available by area. Ms. Lacy stated that a test was conducted in 2014 in the Washington, D.C., area, with a 55 percent self response rate.

Ms. Lacy stated that the non-response households were divided into two groups: control and experimental. For the control group, they recreated the modes used in the 2010 Census. In the control group, 15 enumerators reported to a crew leader, who reported to one of the eight field operations supervisors, who reported to the local Census office in Central Phoenix. For the experimental group, they added new tools. The experimental group had 15 enumerators, but they found the ratio level to supervisors was too low and a supervisor could oversee more staff. Those in the experimental group would be able to receive detailed electronic alerts, which improved their productivity, efficiency, and support. Ms. Lacy stated that they found a decentral office worked well, and they used automated payroll to reduce costs.

Ms. Lacy stated that the census test included approximately 161,000 households. She said that 15 clerks worked in the Central Phoenix office and seven clerks in the Denver office, illustrating that fewer staff were required when the amount of paper was reduced. Ms. Lacy stated that the enumerators were able to communicate comments electronically, which allowed action to be taken immediately. In the old world census, the crew leaders would be unaware of an issue until the enumerator had returned to the office.

Ms. Lacy stated that 240 people were in the control group and 185 people were in the experimental group. She said that staff is still analyzing the gains in efficiencies and she did not have good numbers yet. Ms. Lacy stated that the number of household visits by the experimental group was reduced because they could use other government records that could provide good information. Ms. Lacy expressed that she thought there could be a 30-50 percent increase in productivity, and that is why they feel the test was very successful. She added that they also used a new operation control system that was developed in-house that worked very well. Ms. Lacy stated that the 2020 Census will implement the new tools used in the test. She noted that additional tests will take place in Houston to further refine the new management structure. Ms. Lacy noted that online training decreased the amount of time needed for classroom training and can be sent straight to electronic devices.

Ms. Lacy addressed local results. She said that Chandler had an impressive response rate of 70.9 percent (57.8 percent via the Internet, 5.3 percent via telephone, and 7.8 via paper). Mesa had a response rate of 59.7 percent (42.6 percent via the Internet, eight percent via telephone, 9.1 percent via paper). Phoenix had a response rate of 36.3 percent (19.4 percent via the Internet, six percent via telephone, 10.9 percent via paper). The Outer Ring had a response rate of 46.1 percent (33.7 percent via the Internet, 5.7 percent via telephone, 6.7 percent via paper). Ms. Lacy added that the responses were accomplished without any media campaign or publicity. She noted that

she participated in field work in a predominantly Spanish-speaking area in Phoenix and 11 of the interviews were completed in Spanish with one refusal. Ms. Lacy stated that the fluency of the enumerators and familiarity with the local culture were very helpful in accomplishing these interviews. Ms. Lacy stated that they could provide information down to the tract level for the test cities.

Ms. Lacy noted that a notification to residents of the upcoming test increased the response rate by six percent. She asked if there were any questions on the self response.

Mr. Dennis Smith referenced the test showed hard to count areas in Phoenix, and asked if Phoenix could infer from the test that its 2020 Census count will be low and not accurate. Ms. Lacy stated that after the decennial census is conducted, they do a lot of number crunching to determine which areas will likely mail back or complete their form by Internet. She indicated that they focus on the hard to count areas that will require additional effort, such as more recruiting, specifically looking at language skills. Ms. Lacy stated that it is imperative that those hired are able to speak the language. She also noted that more field work and more staff will be required in those areas. Ms. Lacy noted that due to these efforts, Phoenix should not think it will not get an accurate count.

Mr. Smith indicated that he thought in the past that adjustments were made. Ms. Lacy replied that after the self responses are completed, they will visit the non-responding householders to complete the questionnaires. If a resident refuses and they are not able to complete a “last resort,” they could go to other government records. Ms. Lacy stated that they had a very small percentage of households for which they had no information.

Mr. Josh Wright noted that Ms. Lacy said they had tract level data and he asked if they had jurisdictional level response data. Ms. Lacy responded that she did not think jurisdictional level data were included in the file, however, it is not that it is not available, it is because she did not ask for it. Mr. Wright noted that he asked because he thought Wickenburg was the only jurisdiction entirely within the test area. Ms. Lacy stated that they would look at it.

Ms. Lacy stated that they partnered with the Postal Service on employment clearances but it did not have a full understanding of the volume that would need processing. She stated that some of the local employment has continued beyond the test, such as the seven mid-decade censuses in the region. Ms. Lacy stated that the American Housing Survey will wrap up at the end of this month.

Ms. Lacy spoke of preparations for the 2020 Census. She encouraged members to start thinking about Complete Count Committees. Ms. Lacy stated that they have begun national tribal consultations one year earlier than previously. She said that the Census Bureau will be back in 2017 for local overview meetings and most of the decisions will be made at that time. Ms. Lacy noted that the Census Offices will open in late 2019/2020, with April 1, 2020, as Census Day. She added that operations conclude and offices will close in August 2020. Ms. Lacy expressed her appreciation to MAG staff and local governments for being a good partner to the Census Bureau.

Ms. Susan Daluddung asked when the results of the 2020 Census would be expected. Ms. Lacy replied that completion of the field operations is not anticipated to be until August 2020, and the

count would be submitted to the President by December 31. Preliminary results are released in the spring. It was noted that Maricopa County could use the map of the test results for a strategic planning tool.

Chair Crossman thanked Ms. Lacy and the Census Bureau staff for attending the meeting.

7. City of Phoenix Resource Innovation Campus and Regional Green Organics Project

Ms. Julie Hoffman, MAG staff, reported that in 2013, the City of Phoenix announced a new sustainability initiative, Reimagine Phoenix, to divert 40 percent of waste from the landfill by 2020. She said Phoenix has been working on transforming trash into a resource. Ms. Hoffman introduced Mr. John Trujillo, Director of Public Works from the City of Phoenix, who continued the presentation.

Mr. Trujillo stated that Mayor Greg Stanton, the City Council, and the City Manager issued a challenge for the city to be more sustainable and limit impacts to finite resources. He noted that when Reimagine Phoenix began in 2013, the city diverted 16 percent of material from its landfill and this has increased to 20 percent, which is a 25 percent increase. Mr. Trujillo noted that the national average increase since 2013 was only three percent.

Mr. Trujillo stated that the City of Phoenix is leveraging partnerships, technology, innovation, and other strategies to create a sustainable solid waste program. He stated that the City has been examining ways to enhance its solid waste program, making more efficient use of existing infrastructure, and providing a forum that connects with innovators and other organizations. Mr. Trujillo remarked that Phoenix cannot do this alone, and it will take public-private and public-public partnerships to make it a success.

Mr. Trujillo discussed the Resource Innovation and Solutions Network (RISN) that was launched in July 2014. It represents a \$3 million investment by the City of Phoenix and Arizona State University. Mr. Trujillo noted that its mission is to accelerate the global transition to sustainable resource management. He said that RISN focuses on new technologies and markets; connects with innovators and organizations to create, implement and enhance sustainable solutions; provides access to research and expertise; and provides shared knowledge from like-minded organizations working to create economic value that drives a sustainable circular economy. He noted that Arizona State University is the leading sustainability and leading innovation institution in the U.S.

Mr. Trujillo gave an example of collaboration. He stated that Gilbert, Mesa, Peoria, Scottsdale, Tempe, the Salt River Pima-Maricopa Indian Community, Pima County, and Maricopa County are working with the City of Phoenix and RISN on a green organics sustainable program. Mr. Trujillo stated that 50 percent of the materials sent to the landfill are compostable. He said that they hope the program will provide opportunities for capital development and facilities that would otherwise be beyond the reach of a single jurisdiction. Mr. Trujillo stated that landfills are one of the largest areas that produce greenhouse gas emissions and the green organics program will help reduce that amount.

Mr. Trujillo stated that another component of the Resource Innovation and Solutions Network will be creating the Technology Solutions Incubator to help transform trash into resources. He said they are looking at start-up technologies and manufacturing processes that do that, and RISN would provide office, workshop, and/or testing research and development space, support and technical services, and access to sustainability researchers and experts.

Mr. Trujillo stated that earlier this year, the City of Phoenix issued the Reimagine Phoenix Call for Innovators. The Call for Innovators requested information that would allow the City to identify the highest and best uses for the materials deposited by Phoenix residents in their trash and recycle bins and to understand the business opportunities that would create local economic activity from those materials. The City received 118 responses from 78 organizations. Mr. Trujillo stated that the City anticipates issuing requests for proposals for many different materials next month. He remarked that each one of these could become one or more new businesses that not only divert material from the landfill, but create new jobs.

Mr. Trujillo showed a map of the Resource Innovation Campus, a site in an industrial area located at 27th Avenue and Lower Buckeye Road, being created by the City that will include a transfer station, recycling facility, organics facility, business/manufacturers, and the Resource Innovation and Solutions Network Incubator. Mr. Trujillo pointed out that the composting facility will be in operation by fall 2016. He noted that the new businesses successful in the requests for proposals process will be housed on the Campus. Mr. Trujillo said that below-market lease rates are being offered because the services are a benefit to the City and the City can save money by not transporting this material to the landfill. He noted that the Campus is located next to an old landfill.

Mr. Trujillo stated that there are only two other cities in the nation operating the same type of facility as the Phoenix Resource Innovation Campus. As part of the RISN, similar programs are being set up in Austin, Texas; Nigeria; Guatemala; and potentially, Portland, Oregon. He discussed the benefits of collaboration. Mr. Trujillo stated that Phoenix landfills approximately one million tons of trash per year, however, Phoenix represents only 20 percent of the garbage volume in the region. He noted that there is value in trash and they are working on ways to extract that value.

Chair Crossman thanked Mr. Trujillo for his report and asked members if they had questions.

Mr. Chris Brady asked for clarification if the percentage goal includes or excludes multi family properties given the change in state law. Mr. Trujillo replied that the 40 percent diversion goal is for all segments -- commercial, industrial, residential and multi family. He said that currently, Phoenix provides service only to residential, not multi family properties. Mr. Brady asked if the assumption is that the private haulers would need to be involved in the effort in order to achieve the diversion goal. Mr. Trujillo stated that Phoenix is currently working with the private haulers and conducting a multi family study to see how recycling can be improved and is also conducting some pilot projects. Mr. Trujillo noted that the Phoenix program is entirely voluntary and they do not mandate or legislate change related to garbage or recycling. He said the City is trying to change behavior on a voluntary basis.

8. Southeast Valley Transit System Study

Mr. Marc Pearsall, MAG staff, stated that the Southeast Valley Transit System Study is a joint study effort between MAG and Valley Metro. Mr. Pearsall stated that the study is a result of an 18-month process to analyze transit services and ridership demand in transit-established and transit-aspiring communities within a multi-jurisdictional subarea of the MAG region. Mr. Pearsall stated that the study also will be presented to the Valley Metro Transit Management Committee and Regional Public Transportation Authority Board. He stated that the study area encompasses the cities of Apache Junction, Chandler, Mesa, and Tempe, and the towns of Gilbert, Guadalupe, and Queen Creek, portions of the City of Phoenix (village of Ahwatukee), Maricopa County, Pinal County, the City of Maricopa, the Town of Florence and the Gila River Indian Community. This study also included input from the City of Coolidge, a transit partner that operates within the study area.

Mr. Pearsall stated that funding does not exist for transit in some of the study area. The goal of the study is to identify the status of potential and current transit markets. Mr. Pearsall stated that trip reduction, carpooling, bus, rail, express, and neighborhood circulators were included in the study. He said the study area was broken down into three sub regions: transit optimization zone (existing transit), the transit emerging zone (express/neighborhood circulators), and the regional transit connection zone (rural connectors).

Mr. Pearsall stated that the purpose of the study was to identify concepts for optimizing existing transit services and develop recommended concepts for addressing transit needs mid-term (within 10 years) and long-term (beyond 10 years). He said that the study tasks included transit service optimization, a needs assessment, and financial analysis to arrive at plan recommendations. Mr. Pearsall stated that these are concepts that communities can use.

Mr. Pearsall stated that the grid network for bus service has been a tremendous benefit. He said that the transit optimization analysis found that improving transit frequency could lower the cost of operations and using bus service to leverage rail investment. Mr. Pearsall stated that the analysis showed how to optimize resources, such as streamlining alignments to avoid deviations, reducing route duplication, and matching service investment to demand.

Mr. Pearsall stated that the needs assessment analyzed demographics, such as population and employment density, automobile ownership, poverty, age, and travel patterns. He noted that the analysis focused on recommendations for the mid-term and long-term. Mr. Pearsall stated that the City of Chandler appears to becoming more robust in the population and employment projections for 2030.

Mr. Pearsall reviewed observations of the needs assessment: current and planned transit network coverage areas seem reasonable; future land use and demographic conditions grow and meet the coverage; several additional areas with potential unmet needs identified; heavy trip exchange from Tempe to Mesa and Chandler to Gilbert. Mr. Pearsall stated that the City of Maricopa van shuttle to downtown Phoenix ceased during the Recession and currently, nine van pools operate in its place.

Mr. Pearsall stated that the study recommendations include a menu of service concepts developed for optimizing the existing system mid-term (within 10 years) and long-term (beyond 10 years). He noted that specific concepts may be further developed and implemented through programming processes or area-specific implementation plans.

Mr. Pearsall explained optimization concepts (fill in service in the arterial grid), mid-term concepts (expand circulators and connectors), and long-term concepts (completely filling in the optimized zone).

Chair Crossman thanked Mr. Pearsall for his report and asked members if they had questions.

Mr. Patrick Banger expressed his appreciation to MAG and Valley Metro for their assistance and work with the East Valley cities and they are pleased with the outcome. Mr. Banger moved to recommend acceptance of the Southeast Valley Transit System Study findings and conceptual recommendations. Ms. Jeanne Blackman seconded, and the motion passed unanimously.

9. New Strengthened Ozone Standard

Ms. Lindy Bauer, MAG staff, stated that ozone is a ground level pollution problem in the MAG region during the summer. It is formed by a chemical reaction that occurs between volatile organic compound and nitrogen oxide emissions in the presence of sunlight, minimal wind, and higher temperatures. Ms. Bauer said her presentation today would include sources of emissions that contribute to ozone formation, the new 2015 ozone standard and nonattainment designations, ozone monitoring data, existing and proposed federal control measures, and major issues.

Ms. Bauer stated that volatile organic compound emissions from industrial, manufacturing and electrical power generating facilities, landfill operations, lawn and garden equipment, and even plants and trees, can contribute to ozone formation. She noted that nitrogen oxide emissions from industrial, manufacturing and electrical power generating facilities, landfill operations, and the biggest contributor, cars and trucks, can contribute to ozone formation.

Ms. Bauer stated that under the Clean Air Act, the Environmental Protection Agency (EPA) is required to review the nation's ambient air quality standards every five years in order to protect public health. On October 1, 2015, the EPA issued a tightened ozone standard from 0.075 parts per million to 0.070 parts per million. Ms. Bauer noted that this tightening of the standard might seem small, but it will be difficult to achieve and could have a detrimental effect on economic development.

Ms. Bauer noted that by October 1, 2016, states are required to submit designation recommendations for nonattainment/attainment to EPA. Ms. Bauer stated that by October 1, 2017, EPA anticipates finalizing the designations, classifications, and attainment dates based upon 2014-2016 ozone monitoring data. She noted that nonattainment areas will have until 2020 to 2037 to meet the standard.

Ms. Bauer stated that MAG has made tremendous progress over time meeting the ozone standards that EPA has lowered over time. The region has met the one-hour ozone standard and the 1997 eight-hour ozone standard. She displayed an EPA map of counties measuring above the new ozone standard in 2015 and noted that nine of ten Arizona counties do not meet the new 2015 ozone standard. Ms. Bauer stated that EPA has indicated that there are existing and proposed federal rules that will help regions meet the new standard. She said that some of these rules have to do with tailpipe emissions, power plants and other combustion sources. Ms. Bauer stated that EPA analysis indicates that these rules will help the vast majority of the counties in the U.S. meet the standard by 2025 without additional actions. Ms. Bauer displayed an EPA map of U.S. counties projected to measure ozone above the new ozone standard in 2025.

Ms. Bauer addressed issues with the new standard. She said that the region cannot control transport from other countries, such as China, Mexico and Canada, and she noted that EPA is working with those countries on a solution. Ms. Bauer displayed maps from May 29, 2011, of transport from California, which combined with transport from Mexico on May 30, and moved through Arizona on May 31. Ms. Bauer stated that transport impacts the boundary and background concentrations for the MAG nonattainment area, and as the standard is lowered, transport represents a larger percentage.

Ms. Bauer then addressed exceptional events issues. She pointed out a satellite image of the Lake Fire in San Bernardino on June 19, 2015, which then made its way to the MAG nonattainment area and the monitors went over the standard on June 20, 2015.

Ms. Bauer stated that there are boundary issues. MAG has a large boundary of 5,017 square miles. She stated that Pinal County is going over the standard. Ms. Bauer stated that EPA's starting point in looking at the boundaries is the Metropolitan Statistical Area (MSA), which is the Phoenix, Mesa, and Scottsdale MSA and includes Pinal County. Ms. Bauer stated that questions include where the boundary will be drawn, which agency will prepare the air quality plan, and what are the implications for transportation conformity. Ms. Bauer noted that MAG likes to control its own destiny for transportation and transportation is crucial to economic development. She said that MAG will be working with ADEQ and Pinal County on this, as well as other partners.

Ms. Bauer stated that there are five classifications for ozone in the Clean Air Act: extreme, severe, serious, moderate, and marginal. She noted that the MAG region is marginal, which has fewer requirements to meet than those areas that cannot attain the standard, are bumped to another level and need to meet more requirements. Ms. Bauer pointed out the major source category. She said that the off-set ratios will change, for example, in the moderate area, businesses that emit 100 tons per year will need to reduce by 110 tons.

Ms. Bauer stated that offsets are important to businesses. She explained that businesses moving to the region will look to buy offsets from businesses that have left, however, there are few offsets left to buy. Ms. Bauer noted that one of the region's larger sources is manufacturing, which accounts for \$16.7 billion to our economy, and utility companies, which account for \$2.9 billion to our economy.

Ms. Bauer noted that there are questions on what boundary the state might recommend, our classification by the EPA, and impacts to transportation conformity. Ms. Bauer stated that we will need three years of clean data at the monitors. She stated that MAG has been working with the Western Regional Alliance, and they are currently evaluating the impacts that could result from the new ozone standard.

Ms. Bauer displayed on screen a suggested motion: “Recommend that MAG work cooperatively with the Western Regional Alliance to lessen the impact of the new 2015 ozone standard.”

Chair Crossman thanked Ms. Bauer for her presentation and asked members if they had questions.

Ms. Susan Daluddung requested clarification if what was being requested was lessening the standard or working together cooperatively so that everyone will be able to meet the new standard. Ms. Bauer replied that what was being requested was to work cooperatively with other Intermountain West MPOs in the Western Regional Alliance to lessen the harmful impacts of the new 2015 ozone standard. Ms. Bauer explained that in March 2015, a bill was introduced in Congress prohibiting EPA from proposing a new standard until 85 percent of the U.S. counties met the current ozone standard.

Mr. Thomas J. Remes moved to recommend that MAG work cooperatively with the Western Regional Alliance to lessen the impact of the new 2015 ozone standard. Ms. Susan Daluddung seconded, and the motion passed unanimously.

10. Interstate 10/Interstate 17 - “the Spine” - Corridor Master Plan Project Update

Ms. Chaun Hill, MAG staff, provided an update on the Interstate 10/Interstate 17 corridor, which is called “The Spine” because it carries approximately 40 percent of the region’s daily traffic and is the central nervous system of the region’s freeway system. She noted that the Regional Transportation Plan includes \$1.47 billion in funding for improvements to the Spine.

Ms. Hill stated that a multi-step path forward on a near term improvement strategy for addressing traffic in the corridor was defined at a joint meeting, and includes a near term improvement strategy, the corridor master plan, environmental studies, and design, construction, and operation.

Ms. Hill stated that the near term improvement strategy on Interstate 10 includes adding collector distributor roads to the Broadway Curve to eliminate traffic weave, adding general purpose lanes from Baseline Road to the Pecos Stack, and adding bicycle lanes and pedestrian overcrossings at Alameda Drive and Guadalupe Road. Ms. Hill stated that they hope to be ready for a design build in fiscal year 2017.

Ms. Hill noted that for near term improvements on Interstate 17, they are looking at adding auxiliary lanes and an active traffic management system. Ms. Hill added that active traffic management can be utilized for wrong way driver detection and ramp metering.

Ms. Hill displayed the most common concerns voiced by the public. Some of the concepts, such as dangerous merging/weaves are included in the near term strategy.

Ms. Hill stated that the guiding principles for alternatives include optimizing the corridors, expanding travel mode choices, improving performance, and implementing packages of travel choices. A group of 70 transportation professionals developed 341 alternatives to address the Spine and the alternatives are currently are undergoing a multi-tiered alternative screening process.

Ms. Hill stated that next steps include establishing project alternatives, conducting analyses, evaluating alternatives consistent with the guiding principles and the purpose and need statement, reporting back in April 2016, and completing the project by December 2016 in order to implement the recommendations.

Chair Crossman thanked Ms. Hill for her report. No questions from the Committee were noted.

11. Regional Freeway and Highway Program Update

Ms. Hill reported that the MAG Management Committee last received an update on the Regional Freeway Program in March 11, 2015. She noted that approximately 54 percent of the centerline miles in the Regional Transportation Plan have been delivered, but only 45 percent of the revenue used. Ms. Hill stated that the MAG region has the fourth largest high occupancy vehicle system in the U.S.

Ms. Hill stated that remaining projects to complete by 2026 include adding lanes on Loop 303 from US-60 to Happy Valley Road, intersection improvements on US-60/Grand Avenue from Loop 303 to Loop 101, near term improvements on the Spine, new freeway on Loop 303 from Interstate 10 to MC-85, new South Mountain Freeway, adding lanes on Loop 101 from Interstate 17 to Shea Boulevard, adding lanes on Loop 101 from Shea Boulevard to Loop 202, adding lanes on Loop 202 from Loop 101 to Broadway Road, and adding lanes on Loop 101 from US-60 to Loop 202. Ms. Hill noted that the public-private-partnership process for Loop 202 is currently underway. She said that proposals are anticipated to be submitted in early November and the cost estimates that are anticipated in January 2016 will add cost certainty to the program.

Ms. Hill stated that staff from ADOT and MAG continue to review the program. She noted that a cost risk analysis on all remaining regional freeway and highway program projects has been completed. The project closeout has been completed for Proposition 400 funds. Ms. Hill said that new revenue projections are anticipated later this fall. She advised that work continues with the Loop 202/South Mountain Freeway team to incorporate fixed costs for this project by March 2016. Ms. Hill noted that any needed program adjustments will be made by fall 2016 for the 2017 Regional Transportation Plan Update.

Ms. Hill displayed a map of the Proposition 400 projects that were deferred in the 2009 and 2012 rebalancings. She noted that staff will be coming back with recommendations on bringing some of these projects back into the program.

Chair Crossman thanked Ms. Hill for her report. No questions from the Committee were noted.

12. Legislative Update

No report.

13. Request for Future Agenda Items

Topics or issues of interest that the Management Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

14. Comments from the Committee

An opportunity was provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

No comments were noted.

Adjournment

There being no further business, the meeting was adjourned at 1:30 p.m.

Chair

Secretary